

THE
HONGKONG
WEEKLY

ILLUSTRATED.

The China Mail.

ESTABLISHED 1846

Don't Forget

TO ORDER THE

'OVERLAND
CHINA MAIL'

BEFORE GOING HOME

No. 13,811.

號五十七年七零百九千一第

HONGKONG, MONDAY, JULY 15, 1907.

日六初月六年未丁

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold at No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907.

TAI KWONG CO.

109, Des Vœux Road Central.

GASOLINE LAMPS

WELSDALE MANTLES.

Hongkong, June 14, 1907.

WANTED.

ENGLISH-speaking Girl as NURSE to two boys.

Apply to 'CHINA MAIL' Office.

Hongkong, July 13, 1907.

NOW OPEN.

MONTPELIER.

6, ROBINSON ROAD, HONGKONG.

PRIVATE HOTEL.

MAGNIFICENT ROOMS, BEAUTIFULLY FURNISHED.

MODERATE RATES.

Hongkong, July 1, 1907.

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK PO.)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and South China.

SUPERIOR MEDIUM FOR CHINESE ADVERTISING.

BLACKS MADE, HALF TONING, AND PRINTING A SPECIALITY.

Orders Promptly attended to.

161, DES VŒUX ROAD CENTRAL.

Hongkong, March 12, 1906.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND OF \$3.50 per Share for the Six Months ending 30th June, 1907, will be payable on the 26th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on THURSDAY, the 18th instant, to MONDAY, the 22nd instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, July 9, 1907.

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF Dollars Two per Share for the Six Months ending 30th June, 1907, will be payable on the 26th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on THURSDAY, the 18th instant, to MONDAY, the 22nd instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, July 11, 1907.

金貨 KUNG YIK GODOWNS. 益公

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 173, SHAK TONG TUN, Praya West, on (M. Lot Nos. 204 to 206), formerly known as the Po On Godowns, the lease for which having expired—have been taken possession of by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS. The Kung Yik Godowns, Agents The Sui Weng Land Investment Loan and Agency Company, Ltd., SAM WANG & CO., LTD., Telephone: No. 321. Address: 81, Queen's Road Central. U YUK OHI, Managing Director. Hongkong, July 2, 1907.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,333 tons, Captain H. D. Jones.
S.S. POWAN, 2,333 tons, Captain W. A. Valentine.
S.S. PATSHAN, 2,333 tons, Captain J. Lloyd.
S.S. KINSAN, 1,996 tons, Captain B. Branch.
S.S. HUNGSHAN, 1,996 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 6 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 8 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 3.30 p.m.
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodations.

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

S.S. SULAN, 1,851 tons, Captain E. H. Grainger.
S.S. SUI-TAI, 1,851 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

S.S. LUNGSHAN, 2,191 tons, Captain T. Hamilton.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SALNAM, 568 tons, Captain J. Wilcox.
S.S. NANNING, 568 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANAGER, (First Floor, opposite the Hongkong Hotel).
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

SECOND-HAND TYPEWRITERS

SELECTION OF VARIOUS MAKES

AT

PRICES RANGING FROM

\$50 UPWARDS.

PURCHASERS will have the option of changing for OLIVERS

within 9 MONTHS when full amount paid for Second-

Hand Machine will be deducted from price of New

Machine.

OLIVER TYPEWRITER Co., Ltd.

1, PRINCE'S BUILDINGS.

Hongkong, July 10, 1907.

NOTICE OF PARTNERSHIP.

NOTICE IS HEREBY GIVEN that DORABJI JAMSETHI TATA, RATANJI JAMSETHI TATA and RATANJI DADABHOY TATA have entered into co-partnership under the name and style of TATA SONS & COMPANY from 1st April, 1907. The current business of their present respective firms of TATA & SONS and TATA & COMPANY have been taken up by the new firm of TATA SONS & CO. as from 1st July, 1907.
Hongkong, July 9, 1907.

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

MEMORANDUM: CARMICHAEL, HONGKONG.

A. B. C. Code, 4th Edition.

A. 1 Code.

Telegraph Standard Code.

TELEPHONE 232.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS, STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

NOTICE.

NOTICE IS HEREBY GIVEN that owing to the INCREASE of the BUSINESS of Messrs H. PRICE & CO., Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been forced into a Company with Limited Liability under the name and style of Messrs H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager. All Debts due to, and owing by, the late firm will be received, and paid, by Messrs H. PRICE & CO., LTD.
H. PRICE & CO., LTD.
H. PRICE & CO.
Hongkong, July 1, 1907.

* CHEE WING & CO. *

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN:

All Sorts of COPPER, BRASS, STEEL, IRON WARE &c.

STEEL GIRDERS AND TEES.

ORRUGATED IRON, PIG IRON, &c.

Suitable for:

SHOPS, ENGINEERS AND HOUSE BUILDERS.

1223

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTROAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

1878

S. I. N. T. I. N. G.,

Surgeon Dentist,

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation Free.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

DRESSMAKERS, MILLINERS

AND

GENERAL DRAPERS.

New Silk Raincoats,
Umbrellas, etc.

7 & 9, Pedder Street.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY.

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT:

106 HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 4A for 4x6 1/2 Films. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907.

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

Cheap Novels, 35 Cents Each or 3 for \$1.00.

Heart's Delight, by Louis Tracy.

M. S. Bradford Special, by Gunter.

Book of Snobs, by Thackeray.

Phantom Fortune, by Braddon.

Bad to Best, by Hawley Smart.

Homburg Beauty, by Kennard.

Very Long Odds.

Romance of a Midshipman, by Clark Russell.

In Cupid's Chains, by Garvie.

Signs of the Times.

Malcolm, by Geo. MacDonald.

The Curse of the Snake, by Boothby.

Sililian Marriage, by Staden.

Heaven to Fortune, by Braddon.

Fenton's Quest, by Braddon.

Don Quixote.

Divine Providence, by Swedenborg.

Redman the Boat-Steward, by Beeko.

Comic English Grammar.

Red Haired Barbarians, by Tynan.

AND HUNDREDS OF OTHERS.

BASS & CO.'S PALE ALE

'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts

\$20.00 " " 8 " Pints.

\$24.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
PANORAMIC VIEWS OF HONGKONG
8, BERRY'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SAISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

11, D'Almeida Street, Hongkong, February 18, 1907.

TAKE
HOLLOWAY'S
PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Gout, Rheumatism, Bilious Affections,
and all ailments arising from
Excessive Acidity of the
Stomach.

DINNEFORD'S
MAGNESIA

MAGNESIA

USE ONLY & USE ALWAYS

ATKINSON'S

A LUXURIOUS PERFUME Far Superior
IN HEALTH. to the
German Kinds.

A NECESSARY
RESTORATIVE
IN SICKNESS.

EAU DE COLOGNE

USE ONLY & USE ALWAYS

ATKINSON'S

A LUXURIOUS PERFUME Far Superior
IN HEALTH. to the
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A NECESSARY
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A NECESSARY
RESTORATIVE
IN SICKNESS.

EAU DE COLOGNE

Intimations.



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

Which applies to all Branch Offices.

AL, A B C 5th Edition, Western Union

Codes used.

All Letters Addressed—

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KANAGAWA,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takasima,

Ochi, Shinno, Namazata and Kan-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coals produced from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, PEDDER STREET.

Hongkong, April 25, 1906.

A. LING & Co.

FURNITURE STORE

REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL

Next to

(KWEEN AND KOMON)

Hongkong, February 1, 1907.

A Perfect Beverage,

combining Strength, Purity

and Solubility.

Medical Annual.

"In flavour it is

perfect, pure and well

prepared."

British Medical Journal.

Universally

appreciated for its

High Quality

and

Delicious Flavour.

"For perfect purity,

delicacy of flavour and

nutritive value, Van

Houten's Cocoa occupies

the foremost place."

Dr. Bracht's

Retrospect of Medicine.

BEST & GOES

FARTHEST.

WEEKLY NEWS

FOR HOME.

The Overland China Mail

Published to suit the Department

of each English and French

Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

The best paper for posting to friends at

home.

617 per annum (including Postage).

The China Mail, Ltd.

8, Queen's Road Central.

A BEGGAR'S STORY.

Mysterious Woman on London
Streets.

On any week-day during the past fortnight, an Irish woman, well dressed, and of superior appearance, could have been seen selling matches outside the London Pavilion, in Piccadilly-circus, says the "London Daily Chronicle." A tablet on her breast bears the enjoining words, "You won't miss a penny"; but far more winning still is the lady match-seller's characteristic Irish smile, irradiating a countenance that retains much of her native charm in spite of the world's rough usage.

This licensed pedlar keeps a cheerful outlook on life, though her chequered career might have saddened many a woman similarly circumstanced. Her own strange story shows that she once enjoyed a good social position in Ireland by her connection with an old county family, that she has been in gaol and in the workhouse; that she has been twice married; that she had a huge fortune which was squandered by others; and that now, in order to keep body and soul together, she has been obliged to come to London, where nobody knows her, to sell matches.

My trouble began when I was in my teens, she said. Scarcely before I knew my own mind a rollicking Lincoln man, by profession an engineer, "took my heart," and we were married. I was born in County Mayo, where my father was a large farmer of independent means, and a scholastic profession being selected as my future career, I went through the Dublin Ladies' Training College. But after marriage came disaster. How I wish I had stuck to teaching!

Miss McDonald—that was her maiden name—then told of her first husband's failure in the engineering business which he set up in Grantham, of the birth of her boy while she was staying in Grantham Workhouse, where she taught a school class, and how eventually, by her own family influence, she got her husband a position at Singapore, whither she accompanied him, although he had taken to drink and had ill-treated her. There, she said, he deserted me and my four little children. He must have been killed, I think, by the Chinese coolies, because he was so cruel to them and everybody.

A lady, who knew my family, paid my first-class passage home to England. I had a little money of my own, and entrusting my children to the care of a clergyman's widow, I secured a matron's position in one of Dr Barnardo's homes. Afterwards, because my salary was small, I started a little business in Motter-road, Bow, where I sold tobacco, sweets, buttons, gingerbread, and ice-cream.

The business was a failure, and she was thrown on the mercy of the guardians, who gave her outdoor relief in kind, but eventually this was stopped in order that she and her family should enter the workhouse. This, however, she refused to do, and sending her children to a rich aunt of her husband's in Bedford, she took up a position as housekeeper. The aunt sent the children to Bedford Workhouse.

NURSE AND PATIENT.
Afterwards Miss McDonald obtained the post of teacher of Forest-gate Industrial District School, and then was appointed an assistant in a house-furnishing business; but illness overtaking her, she was sent through the kindness of some Y.M.C.A. officials to a convalescent home at Lymington. Subsequently, she became governess at a Lyndhurst grammar school, and next took an hotel at Milton, near Bourne-mouth. Thence she went to Southampton, and, on the recommendation of friends, nursed during an attack of pneumonia the elderly proprietor of an hotel there. She pulled him through, and he adopted her as his daughter.

Subsequently, Miss McDonald was arrested on a warrant issued at the request of the Bedford Guardians, for the maintenance of her children, and she was placed in gaol at Southampton for three days. She had to pay £5, which she obtained by selling some of her jewellery.

Then my fortunes changed, Miss McDonald remarked. The hotel proprietor died and bequeathed all his property to me. I found I was worth about £5,000.

AN OLD SWEETHEART.
An old sweetheart of mine from Ireland, who was practically penniless, heard of my good luck, and proposed marriage, and I accepted him. He was an engineer, too. In 1898 we were married, and I bought an hotel at Andover.

But her fortune was soon squandered, and she had to sell all her property. She and her husband went to live at Clonmel, Ireland, but her married life was not a happy one, and eventually, when they were living in Bristol, her husband—who himself had "expectations"—left her penniless. She began selling matches there, but crowds gathered round her, and she eventually went to London, where she thought no one would know her.

I make a fair living here, Miss McDonald said. Yesterday I made 7s., and to-day 8s. The people are so kind to me, and ladies often give me threepence and sixpence without taking any matches. But the gentlemen with silk hats pass by scornfully, and give me not even a half-penny. I get so tired, and the police won't allow me to sit down. She has hopes of saving £50 before long, so that she may "fight for her rights."

BELLE VIEW HOTEL

(LATE METROPOLIS HOTEL),

SHANNON ROAD.

THE BATHING RESORT OF

HONGKONG.

A Pleasant Drive along the Sea Front,

either by Tram or Ricksha.

BEST OF WINES, BOWLING,

BILLIARDS, &c.

A COMMODIOUS MATTERED FOR THE USE OF

BATHING AND VISITORS.

MUSICAL ENTERTAINMENT

EVERY NIGHT THROUGHOUT THE

SUMMER SEASON.

Telephone No. 393.

Hongkong, June 14, 1907.

1018

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:—

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK, MACGREGOR & Co., Hongkong

NEW LABEL
FOR
WATSON'S 'E' WHISKY

WATSON'S
QUALITY
VERY OLD LIQUEUR
Scotch Whisky

HONGKONG, MANILA & CANTON.

ESTABLISHED 1841.

NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER
'E' LITHOGRAPHED IN PLATE IS ALSO SHADDED IN GOLD; WHILE THE THREE
GENERAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY"
ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.

THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE.

Hongkong, July 1, 1907.

FOR SALE.
FOR SALE.
BOUND VOLUMES
OF THE
'NEW WEEKLY'
ARE ON SALE AT THE
'China Mail' Office,
8, Queen's Road Central.

FOR SALE.
TWO VERY VALUABLE PIECES OF
LANDED PROPERTY situated at
CANTON near the Hongkong Canton and
Macao Steamship Company's Wharf and
facing the river. The lots contain by
measurement 60 'changs' or thereabouts.
Title Deeds can be seen at the Office of the
Undersigned. For further particulars,
apply to
GOLDING & BARLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, May 23, 1907.

LABUAN COAL.
THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
bunker Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, doabli
screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.
Telegraphic Address:—
LABOR, Labuan
Hongkong, arch 12, 1907.

TO LET.
SHAMEEN—CANTON.
TO LET.
IN SUN LIFE BUILDING, French Conces-
sion, large, well-lit OFFICES.
Apply to
POWELL GRANT.
Hongkong, July 12, 1907.

TO LET.
2ND FLOOR, No. 12, QUEEN'S ROAD
CENTRAL.
No. 38, DRAINE ROAD,
AUCTION ROOMS, No. 2, ZEILAND
STREET.
GREENCROFT, GARDEN ROAD, Kow-
loon, Redecorated, Electric Light, Tennis
Court.
No. 1, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, February 19, 1907.

TO LET.
FROM 1st JULY.
LARGE and Spacious GODOWNS Nos.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, PRATA EAST,
at present in the occupation of the Ad-
miralty.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, July 1, 1907.

TO LET.
NOS. 3 and 4, OBSERVATORY VIL-
LAS, Kowloon, Moderate Rental.
Tennis Court and Electric Lights.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, May 1, 1907.

TO LET.
HATHERLEIGH, CONDOR ROAD.
No. 1, RIFON TERRACE, BONHAM
ROAD.
OFFICES IN KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRATA EAST.
A HOUSE IN CLIFTON GARDENS
Condor Road.
FLATS in MORETON TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong July 1, 1907.

TO LET.
QUARNDON—the Peak; Furnished
or Unfurnished.
Apply, by letter, R. HEMMINGS,
c/o Hongkong Hotel.
Hongkong, April 2, 1907.

TO LET.
POSSESSION FROM 1st APRIL NEXT.
SEMI-ATTACHED HOUSES, Nos.
132 and 134, MACDONNELL ROAD,
Each with 7 Rooms, Bath-Rooms, Kitchen,
Servant's Quarters and Grass Tennis Court.
Apply to
CHUNG CHI NAM,
YAN ON M. & F. INSURANCE CO., Ltd.
Hongkong, March 1, 1907.

TO LET.
A SKETCH OF WHAT MIGHT
HAPPEN.
Reprinted from the 'CHINA MAIL.'
To be had at the 'CHINA MAIL' Office
8, Queen's Road Central.
Price... 50 Cents.

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To Let.

TO LET.
SHOPS and FLATS in Des Voeux Road
CENTRAL.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, July 13, 1907.

TO LET.
A HOUSE in KNOTSFORD TER-
RACE, KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, July 1, 1907.

TO BE LET.
A S from the 1st August next, No. 5,
MORRISON HILL.
Apply to
Messrs JARDINE, MATHESON & Co.,
LTD.
Hongkong, June 29, 1907.

TO LET.
N. 1, WEST END TERRACE, SHA-
MEEN, CANTON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, July 1, 1907.

TO LET.
ONE FOUR-ROOMED HOUSE, at
PRATA EAST, near East Point.
Apply to
JARDINE, MATHESON & Co., Ltd.
Hongkong, January 3, 1907.

TO LET.
OFFICES in ALEXANDRA BUILD-
INGS.
Apply to
A. S. WATSON & Co., Ltd.
Hongkong, April 22, 1907.

TO LET.
GODOWNS Nos. 65, 96, 97 and 100,
PRATA EAST.
Apply to
CHATER & MODY,
Victoria Buildings.
Hongkong, June 19, 1907.

TO BE LET.
SHAMEEN—CANTON No. 24.
From the 1st January, 1908, Premises
now occupied by the East Asiatic Trading
Company.
Apply to
JEDSEN & CO.
Hongkong, July 19, 1907.

TO LET.
DETACHED HOUSE at Kowloon,
Furnished and with Tennis Court.
Apply to
H. K. HOLMES,
Solicitor,
54, Queen's Road Central, Hongkong.
Hongkong, July 8, 1907.

TO LET.
BEACONSFIELD ARCADE, Fine
Offices and Dwelling Rooms.
15, QUEEN'S ROAD CENTRAL, Top Floor
(over Oldback, Macgregor & Co.).
BEACONSFIELD TERRACE HOUSES, Ro-
binson Road.
GLENNWOOD, CANTON ROAD, suitable for
Boarding House or Club, contains 26
Rooms. This property would be divided
into 2 or more houses to suit tenants.
No. 8, BEACONSFIELD TERRACE, Corner
House, 1st Row.
Nos. 3 and 4, ALBANY.
No. 6, DES VOEUX VILLAS (Peak).
Nos. 1 and 2, BEACONSFIELD
ARCADE.
Apply to
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, April 12,

APPEAL TO THE PRIVY COUNCIL.

An Application for Leave.

In the Supreme Court this morning, before His Lordship Sir Francis Pigott (Chief Justice) and His Honour Mr. A. G. Wise (Puisne Judge) sitting in the Full Court, the Hon. Mr. H. E. Pollock (instructed by Mr. C. D. Wilkinson) formally applied for leave to appeal in the case Chan Wo and others v. Chan Yum and others.

The petition set out that on April 8, 1904, the plaintiffs filed a statement of claim in the action claiming the sum of \$4,238 paid into Court—being part of a sum of \$12,000 which represented the debt of the Wah Tai to the Wah Hing Loong, being due to the plaintiffs as assignees of the said debt. The defendants denied the assignment of the debt and stated that they and the plaintiff (Chan Wo), as partners retired from the Wah Hing Loong, were entitled to the debt due from the Wah Tai, but that they were willing to make certain payments to the plaintiff. The action was heard before the Puisne Judge, sitting in Original Jurisdiction in November, 1905, and in March, 1907. Judgment was entered for defendants with costs, and the Puisne Judge found, inter alia, that the said debt had not been assigned to the plaintiffs and was the property of Chan Wo and the defendants as joint partners of the Wah Hing Loong. On July 1 and 2 the plaintiffs appealed to the Full Court, but the appeal was dismissed with costs and the judgment, including the finding, was confirmed. Plaintiffs were precluded by the said judgment from recovering from the defendants a sum of \$4,000, which also formed part of the Wah Tai debt, and craved leave to appeal to His Majesty in His Privy Council, and that pending appeal the judgment to be suspended.

Hon. Mr. Pollock pointed out that his application was purely formal. There seemed a doubt as to whether the petition for leave to appeal should be lodged before the expiry of fourteen days or whether the actual application had to be made to the Court before fourteen days had elapsed from the Full Court finding.

THE CROWN AND COSTS.

An Interesting Argument.

Mr. M. W. Slade (instructed by Mr. D. V. Stevenson) appeared before the Full Court this morning to argue as to whether costs could be given against the Crown as represented by the Building Authority. It may be remembered that Fung Ching was proceeded against by the Building Authority at the Magistrate's and that he appealed from the Magistrate's decision, being successful. The question of costs had then to be decided.

Mr. Slade said he was prepared to argue on the lines that the Building Authority was a person against whom costs could be given, but he had found a decision in which it was held that costs could be given against the Crown because the Crown was given the right to appeal. There was power to give costs under all cases against the Crown, though the Crown may not be specifically mentioned. Under the Magistrate's Ordinance the Crown was given leave to appeal and by section 107 the party appealing had to find security and to pay such costs as might be awarded by the Full Court. Section 110 defined the powers of the Full Court and gave power for the Court to make any order with regard to costs. By the words of the Ordinance power was given to the Crown to appeal and the Crown was bound by the subsequent words as to costs. Mr. Slade quoted a case (Moore v. Smith, in Ellis and Ellis reports, page 697) in which costs had been given against an Ecclesiastical Officer. The Crown, continued Mr. Slade, had no right to appeal before the section was passed and the Crown were given the right to appeal coupled with the liability to pay costs. Where the right of appeal and the liability was conferred together the Crown could not take the right without the liability.

The Attorney General (Hon. Mr. H. H. J. Compton) argued that as the Full Court was sitting as a Court of Appeal in a criminal case costs could not be given against the Crown. The procedure was not that allowed under the Code of Civil Procedure, but that granted under the Magistrate's Ordinance, and but for that section there would be no appeal from the decision of the Magistrate in the Colony. He quoted cases in support of his contention and remarked that he had no knowledge of costs being given against the Crown in the Colony. It was the rule here that the Crown did not receive or did not get any costs.

Judgment was reserved.

RUSSIAN NEWS.

London, June 30.

The Baltic-Black Sea Canal project has been revived. The Russian Government has directed one of its engineers to prepare plans.

A Russian Imperial Decree authorizes the issue of an internal loan of £5,320,000 sterling at four per cent. It is expected that General Rennenkampf will become Governor-General of Moscow.

RELIEVE YOUR MIND.

It is always a relief to be prepared for an emergency. Cholera, diarrhoea, and dysentery are usually prevalent at this season and a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home may save much suffering if not a life. For sale by all chemists and storekeepers.

GREEN ISLAND CEMENT CO.

An extraordinary general meeting of the shareholders of the Green Island Cement Company was held at the offices of the general manager (Messrs. Shawan, Thomas and Company) at noon on Saturday.

Mr. R. Sheehan was in the chair and there were also present—Sir Paul Clater, C.M.G., Hon. Mr. H. Keswick (Director), Messrs. R. Hancock, J. A. Young, E. D. Haskell, E. C. Lane and R. Henderson.

The Notice convening the meeting was read.

The Chairman then proposed the following resolution:—
"That it is desirable to capitalise the sum of \$600,000, being part of the undivided profits of the Company standing to the credit of the Company's reserve and accordingly that the same be distributed as a bonus amongst the shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively, and that the General Managers be, and they are hereby, authorised to distribute among the shareholders the \$600,000 undivided shares in like proportion."

Hon. Mr. Keswick seconded and the motion was carried.

The Chairman then informed the meeting that a call of \$5.50 would be at once made on these new shares and be payable on 27th inst. by which date the new scrip would be ready.

THE OPIUM DENS OF FATSHAN.

That there is a determination on the part of the Chinese officials to attempt to stay the smoking of opium is apparent, and there is every likelihood that much restriction will be placed upon the freedom of those who are still allowed to continue the habit. In Fatshan an official proclamation has been issued, which indicates that the new edict will be put into force at the end of the sixth, that is, the present month, as was at first threatened.

There are three kinds of shops that are implicated. First, there are those of the lowest type, in which the refuse of opium, and sometimes the sediment and ashes of opium are smoked. Then there are the better classes of dens. Lastly there are the shops in which opium is sold by retail.

These shops have been again ordered to prepare to shut their doors at the time specified. Further than this the minor officials have been ordered to make a census of those who will need permits in order to continue smoking.

It will be seen therefore that there is an evident determination on the part of the Chinese Government to make a general attempt to get behind the evil, and to suppress it. One thing is certain that efforts of this kind, if persistently carried out, will do much to discourage the use of the drug, but few will care to begin smoking opium under such conditions. One must have a strong desire for the drug in order to approach the officials and demand a permit for which it is probable considerable sum will be charged.

THE ACTING VICEROY AND PROVINCIAL TAXATION.

Provincial Treasurer Yue of Canton seems to be exercising himself, though he is only a *locum tenens*. He has sent to all the officials a proclamation, in which he bids them examine into the matter of the incidence of local taxation. The document is rather long, and need not be repeated here. He assumes that taxation is rather heavy at present, and that in addition to the regular taxes there are additional sums needed, to pay the foreign indemnity, to increase the efficiency of the army, to pay for the new teaching, and further to establish the new teaching.

All these things need money, and therefore the calls are many and heavy. What appears to be the aim of the Acting Viceroy is to effect two changes. He wants to see whether it is possible to remit taxes from minor commodities, which return but little, and cause a good deal of annoyance to those from whom the taxes are collected. Then, secondly, he appears to suggest that it might be possible to arrange that more of the taxes might be paid direct into the treasury, or into the hands of the officials. This will not necessitate the interference of middlemen or farmers, who work their fields for all that they are worth, and often enough put a good deal of money into their own pockets, that should remain in the purses of those who pay the taxes.

The despatch seems to be frank and genuine. He appeals to the fact that he has spent several years in Kwangtung, and therefore understands the position very thoroughly and no doubt does so. It will be interesting to see how the people will take this suggestion. Long experience has taught them that any manipulation of money affairs on the part of the mandarins generally means more to pay, and nothing for it. Will the result be the same here?

The Canadian Pacific Mail of the 6th July was delivered in London on the 12th July.

A SOLDIER'S EXPERIENCE.
MANY a soldier in the late war has come to remember Mr. J. Dutoit Boing, an officer in the Free State Artillery, who is now manager for the store of A. Isaacson & Co., of Brantford, O. R. O. His endeavours to check the ravages of dysentery which was so prevalent in the war camps brought relief to many suffering men. He says: "I cured dozens of cases of Diarrhoea and Dysentery during the war out here with Chamberlain's Colic, Cholera and Diarrhoea Remedy. I never knew it to fail if used according to directions. I always keep it in the house, and use it in my own family with perfect satisfaction. Sold by all chemists and storekeepers."

NEGLECTANCE AND COSTS.

The Mortgage Case.

Some little time ago His Lordship the Chief Justice (Sir Francis Pigott) gave judgment in the action in which Long Foo sued Ng Wai, asking for the annulling of a mortgage alleged to have been made between the plaintiff and defendant.

His Lordship, though giving judgment for plaintiff, pointed out that somebody, through the extreme negligence of plaintiff, was enabled to commit a fraud and so deprive the unfortunate debtor of a large sum of money. He therefore made an order that plaintiff pays all the costs of the case, including the costs as between solicitor and client.

On the 11th Mr. Pollock's application His Lordship expressed his willingness to set aside a day for argument before the Full Court as to costs. This morning the action came before the Full Court.

Hon. Mr. H. E. Pollock, K.C., and Mr. H. G. Calthrop (instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master) appeared for the plaintiff, and Mr. M. W. Slade (instructed by Mr. G. K. Hall Britton, of Messrs. Britton and Hett) represented the defendant.

Mr. Pollock argued upon the degree of negligence required before costs could be given against the successful party and further argued that in no case could a successful party be called upon to pay the costs between solicitor and client.

Argument had not concluded when we went to press.

SPORTING.

Lawn Tennis.

THE KOWLOON TOURNAMENT.

The semi-final of the Kowloon Cricket Club's tennis championship, in which Messrs. R. Lapsley and J. Clelland met, was commenced on Saturday afternoon, but unfortunately it was not concluded, the score being two sets to Lapsley one set to Clelland and 4 games to 3 in favour of Clelland, when the umpire (Mr. T. Choe) stopped play on account of want of light.

The first set after "4 all" had been called was won by Clelland but in the next two sets Lapsley came along well and by dint of hard driving and good placing he won 7-5, 6-3.

With a set to the good and requiring but one more to win the match, Lapsley commenced the fourth set with confidence and gained a lead, but Clelland drew level and at the sixth game the players were level. However, by this time the sun had set and darkness was fast approaching. Another game was played—won by Clelland—and the match was stopped.

The match will be continued from where it was left off—Clelland to serve. It would not be surprising to see Clelland pull the game out of the fire, even now. He has the advantage of one game and as he was palpably distressed on Saturday will have an extra chance given him by being fresh when the match is continued. No matter who wins the match the final looks a very "good thing" for Mr. G. Duncan.

THE RICE SHORTAGE.

The reports which are coming in (all of imperfect rice crops. One of the reports indicates that, in some cases, the crop is not one half of what it should be, whilst in most cases, only a very poor average is hoped for, seeing that the first crop is now reaped. Whilst the prospects are dark there are made darker by the attitude of the large dealers—who are holding back what rice they have and so are trying to corner the market. In this way the people are greatly distressed. The determination of Viceroy Shun in sending telegrams to Kwangsi has assisted matters somewhat, and the promise of the Governor that some rice will be available and will be exported to Kwangtung has given heart to the people, and at the same time has slightly brought down the price in the open market. There is no doubt that there has been considerable anxiety, and this anxiety is not yet quite allayed. The fact that this year there has been no rice exported from the great Yangtze ports has made rice comparatively scarce in the South, and though there appears to be a constant stream of grain coming from Bangkok this hardly meets the needs of the masses of people who fill the delta of the Canton river.

MR. ROCKEFELLER "WANTED."

New York, July 2.

Mr. Rockefeller is still wanted in connection with the pending suits in the Illinois courts against the Standard Oil Company; but continues to evade successfully the officers of the Court in their efforts to subpoena him.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 16th at 12.20 p.m.—The barometer has fallen slightly to moderately over the China coast, S. Japan and the Loochoos, and risen in Central China.

A depression is moving Eastwards in the Yellow Sea, and there are some indications of the existence of a second area of low pressure over the Pacific to the S.E. of the Loochoos.

Fresh variable winds may be expected in the Formosa Channel, and light to moderate moonsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: S.W. to W. winds, light or moderate; fair; 2.—Formosa Channel: Variable winds; fresh.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

FRENCH NATIONAL FETE.

A reception at the French Consulate, a display of French flags, and the fact that a large number of ships in the harbour were decorated with hunting signs locally that yesterday was July 14, France's National Day. The A.D.C.'s to His Excellency Mr. F. H. May (Officer Administering the Government), the General Officer Commanding and Commodore Stokes were among those who presented themselves at the French Consulate. Other consuls and a great number of civilians also attended.

At Canton the celebrations were of a more elaborate nature, there being a programme of sports and a display of fireworks on the Shamoon. The Paul Donk took up a number of Hongkong residents to witness the celebrations.

KOWLOON-CANTON RAILWAY.

Dr. J. C. Thomson, the Railway Medical Officer, has a report for 1906 in the current issue of the "Gazette" in which he points out that "the British Section of the Kowloon-Canton Railway is to extend over a line of twenty-one miles from Hung-ho to the neighbourhood of Shun-chun, including a tunnel through the Kowloon range of hills, and already operations are in progress at many points along this line. Between four and five thousand men were engaged on the works during the latter part of the year, and the number is being rapidly increased as new sections are taken in hand. There are two permanent camps, one at the Tunnel South Face near Kowloon, where in December there were employed twelve European and thirty Indians, and seven hundred Chinese, the other at the Tunnel North Face near Kowloon in the Shun-tin Valley, where in December the number of employees was seven Europeans, seventy-two Indians, and five hundred Chinese. A story has been circulated at Tse-kok-tse, a suburb of Canton, that a Chinese, a sub-contractor at Lok-lo-ha, on Tse Cove off Mira Bay, and an extensive brick-field, with Indian labour, near Tai-po; and temporary camps, which will be moved as needs of the work may demand, exist at intervals between Hung-ho and Fan-ling, some four miles beyond Tai-po.

A Medical Office and Dispensary have been established at Tunnel South Face, and also at Tunnel North Face, and it is proposed to erect a small hospital at each of these camps. These hospitals will be centres for dealing with out-patients, and for the treatment of first aid in serious emergency through accident or otherwise, and will contain one or two wards for the in-patient treatment of Chinese employees who may require special attention in hospital without the necessity of skilled nursing.

The question of the severe provisions of Malacca among employees of the Railway of all nationalities became a very serious one during the latter part of the year. Accurate figures are not at my disposal, but it will give some idea of the state of affairs when it is known that at one day in October over fifty coolies belonging to the South Face camp were removed to hospital, most of them suffering from malaria, and that at the North Face camp eighty-one cases of this disease came under treatment in November and one hundred and twenty-four in December. Work at the ends of the tunnel was in consequence seriously hindered during the autumn months. A few cases of dysentery and some of Beri-beri also occurred at both camps; but otherwise cases coming under observation were principally fevers and ulcers resulting from the most part from skin abrasions sustained on the works. Cases of serious accidental injury have fortunately thus far been few.

AN EMBEZZLER.

Ma Ching-chou, a brother of the cashiered Tsoai, Ma Ching-yu, having misappropriated over ten thousand taels while he was employed in the Maritime Customs at Chumchong, Fukien, has been arrested by the Prefect of Chumchong and ordered to make good the sum under the orders of the Viceroy of Minchou. His wife, upon hearing of the news, died from shock.

THE AMERICAN FLEET.

Some Japanese Opinions.

Tokyo, July 8.
An eminent naval authority, interviewed by a representative of the "Asahi," said that no particular importance is to be attached to America's naval movements. They are part of a prearranged plan, due to the growth of the American navy during the past ten years, and arranged for training purposes, and for the protection of America's wide interests in the Pacific. The squadron is not composed entirely of battleships, but includes some cruisers. Strategically it does not concern Japan whether the squadron remains in the Atlantic, or comes to join the Pacific fleet.

In a leading article the "Asahi" says that the transfer of the fleet to the Pacific is the "natural" sequel to President McKinley's imperialism, and to the new Republican platform, the extension of the Monroe doctrine, as America is destined permanently to remain in the Pacific. It is reported that the fleet will return to the Atlantic after a short stay, partly because there is inadequate accommodation in these waters, and also because there is no doubt of Japanese directly opposing the latest reports that the fleet cannot visit Japan, and thus enable the Japanese to reassure the Americans of their sincerity, and also to reciprocate the hospitality shown to the Japanese fleet by the Japanese Government.

The "Asahi" is, however, at James-town, compelled to urge the abrogation of Article 11 of the Commercial Treaty in order to obviate further trouble at San Francisco. The other leading papers continue reticent, which seems to imply reluctance to express any definite opinion where there is nothing to go upon. But there is no denying that the general impression is unfavourable. The share-market at Tokyo shows a slight downward tendency to-day.

The Morning Post (London) refers to the approval by the American Legislature of the vote for naval expansion, but the "Globe" is incredulous of the American. It is incredulous of the movements of the fleet are not connected with the situation between the two countries.—"N.C. Daily News."

CORRESPONDENCE.

A QUESTION OF COMMODORES.

(To the Editor of the "CHINA MAIL.")

Sir,—The many friends of our last Commodore were "all agog" this morning on finding that, according to an account of the reception at the French Consulate yesterday, on the occasion of the French National holiday, our ex-Commodore Williams was again amongst us, and great were the rejoicings thereat. I understand that nearly every launch in the harbour was requisitioned this morning for a ceremonial and friendly call on Mr. M. S. Tamar, and it was not until exhaustive enquiries made it quite apparent that the Commodore's flag was not now flying over the last local representative of H. M. Navy; that the enthusiasm aroused was abated. It was a nasty jar, but the many friends of our last Commodore soon found a grand consolation in their disappointment when they once more began to realise that the pennant was now flying over the gallant, genial, and popular Commodore Stokes, and they felt more than resigned. "How happy could we be with either."

Yours, etc.,
T. I. S.

HONGKONG, July 15.

It is an easy matter to make a mistake. We notice in a list of men-of-war published in the leading local paper (the general public need no instruction on the point) that Commodore Williams is down as commanding the Tamar.—E.O., C.M.]

CHAU-FU ROBBED.

When Ex-Viceroy Chau-fu was leaving Shanghai in the evening of the 8th July on the steamer Kiangnan, a leather box belonging to him containing valuables was stolen. In the box there was a valuable gold watch.

THE ANHUI ASSASSINATION.

It is now stated that about one hundred men, partly conscripts and partly gangster cadets were in the plot to assassinate Governor En Min, and that two persons fired their revolvers at him. The shooting was of course rather wild so that, as already stated, in addition to the Governor, his A.D.C. and two of his Excellency's staff were also killed on the spot. A detachment of troops has also been sent from Wu-chang to assist in searching for the malcontents and peace and quiet has been entirely restored in Anking.

A letter from our correspondent at Anking states that Chih Hsiang-shih, the murderer of the Governor of Anhui, is said to have been executed by personal order of En Min, under whose hands Chih's father was sentenced to death fifteen years ago. Chih talked and laughed up to the moment of execution and met death smilingly. H.M.S. Tial has arrived at Anking and the Viceroy is expected.—"N.C. Daily News."

SHANGHAI CLUB.

A Rebuilding Scheme.

An extraordinary general meeting of the members of the Shanghai Club was held on July 9. It was well attended. Mr. J. C. Hanson was in the chair, and he moved three resolutions having for their object: the registration of the Club as an Association limited by guarantee, under the Hongkong Ordinances, the liability of each member not to exceed Tls. 100; the rebuilding of the Club in accordance with the scheme of which the members had already received notice, and the financial arrangement necessary for the same; the selection of suitable plans for a Club House, and the election of a building committee.

The Chairman announced that Tls. 170,000 would shortly be called for in debentures, and the total sum required for the purchase of the present property, and the rebuilding is expected to be about Tls. 450,000. It is proposed to rent the building in Jinke Road, next to the German Club while the rebuilding is in progress.

The resolutions as proposed were adopted by an overwhelming majority.

R. G. A. GRIEVANCE.

We take the following from a recent issue of "Truth":—"Another grievance of the R. G. A. is reported from Hongkong, and relates to inconsistencies in promoting men to the rank of sergeant. On a vacancy occurring not long ago in one company it was filled by promotion of a corporal from another company, on the ground that he had a first-class certificate of education. When the next vacancy occurred in the same company two men who had first-class certificates of education were passed over, this time on the ground that promotion was to run through all the companies in the command, and not to be limited to individual companies. Yet another occurred, and this last rule was set aside. The conclusion naturally is that promotion is purely a matter of caprice and that the reason for the selection of one man rather than another are invented to suit each case. On the facts as above stated I do not see how any other view is possible."

PERILS OF THE SEA.

London, June 10th.—The barque Alexandra, bound from Newcastle to Panama, was short of provisions in mid-ocean, and was abandoned on May 28th, although the vessel was unharmed. The first mate and some of the crew have landed at Guayaquil, the chief commander of the Equador. The whereabouts of the captain and other members of the crew is unknown.

London, June 10th.—Four members of the crew of the British steam tugboat Suma (1,430 tons) were swept overboard and drowned during a gale on March 18th. The Captain risked his own life in assisting to save two sailors, who were clinging to a rope in ice-cold water at the vessel's side.



\$5000 REWARD

THE above REWARD will be paid to any Person or Persons giving such information as will lead to the discovery—dead or alive—of HUGH McILRATH, of Sydney, Australia, who disappeared from Hongkong on 15th November, 1906.

Description: 5 ft. 11 ins. high; Slight build; Fair hair and moustache; slight paralysis one side of the face.

When last seen, on 16th November, 1906, stated he was going to Canton that evening. Address any information to 'CHINA MAIL' OFFICE, 823 Hongkong, May 6, 1907.

THE HAGUE CONFERENCE.

Auxiliary Cruisers.

London, June 30.

News comes from The Hague that the British delegates urge the prohibition of auxiliary cruisers which leave belligerent ports under commercial flags from converting themselves into warships. They insist that such vessels must leave their home ports as recognized warships. This restriction would particularly affect the Russian Volunteer Fleet. All the delegates seem disposed to agree to a proposal that vessels under neutral colours which set sail or water tenders to belligerents shall be liable to capture or destruction.

Private Property at Sea.

London, July 1.

It is reported from The Hague that the American member of the Committee of The Hague Conference which is dealing with the rights of private property at sea, strongly insists upon the proposal by the United States to the effect that all private property on the sea shall be exempt from capture with the exception of contraband of war and vessels trying to enter blockaded ports. He states that President Roosevelt greatly desires that the American proposal shall be adopted by the Conference. The Chairman of the Committee was proposing that the members should vote on the subject when he was interrupted by Count Nidloff, the Russian delegate, who pointed out that the risk of incurring great financial losses is one of the greatest incentives tending to prevent wars from taking place, commerce and trade having become such an essential feature of international relations. In consequence of the Count's intervention, the vote was postponed to Wednesday next. The Japanese delegates have submitted a proposal with regard to the conversion of ordinary steamers into warships. All the members of the Committee concerned agree in stating that they are not opposed to the privilege of conversion.

CHINA'S NAVIES.

A Shanghai telegram to the "Mandarin" states that orders have been given for the construction of twelve Chinese warships at the Kawasaki Dockyard. On enquiry at the Dockyard to-day, says the "Echo Herald," that the orders were courteously informed that the above message is correct. The company, however, does not yet know what types of warships are required.

BYRON RETURNED.

When W. D. Howells was editor of "Harpers," a young fellow one day obtained an interview for the purpose of submitting a poem for perusal. He was young and of rough appearance externally, but had aspirations.

Mr. Howells read through the manuscript to the last line. Then he looked up and asked the young poet:

"Did you write this poem yourself?"

"Yes, sir. Do you like it?" replied the youth.

"I think it magnificent," said the editor.

"Did you compose it unaided?"

"Most certainly I did. I wrote every line out of my own head."

Mr. Howells paused for a moment in thought. Then he rose, and extending his hand, said: "Then, Lord Byron, I am very glad to meet you. But I was under the impression that you had died of Misdemeanour a good many years ago."

It is reported from Rome that the Municipal elections have resulted in a great victory for the Social and Radical Parties.

The Government is becoming unpopular with the public, and its policy is strengthening the influence of the anti-clericals.

COLIC AND DIARRHOEA.

PAINS in the stomach, colic and diarrhoea are quickly relieved by a dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

When in need of such a medicine, give it a trial. For sale by all chemists and storekeepers.

The ROBINSON PIANO COMPANY, LTD.

MINIATURE GRAND

STEINWAY

is a work of creative art which stands alone—unquestionably THE BEST.

PIANOS

for all other Leading Makers

FOR SALE OR HIRE

At PRICES consistent with quality and

BASED ON PRESENT RATE OF EXCHANGE.

SHARE REPORT.

In their weekly share report, dated 12th July, Messrs Vernon and Smyth state:—

"We have had little improvement to report in the volume of business transacted during the past week, but a distinctly better feeling has prevailed, and at the close a very fair enquiry for investment purposes exists."

Rates generally show no material change, but close on the whole with a firmer tendency. Exchange on London is quoted to-day at 2s. 2 1/2 d. T.T. and in Shanghai at 73 T.T.

Banks.—Hongkong and Shanghai are steady at 8000 ex new issue, and at 6522 1/2 new issue. The latter with sale and probable further sales. London is unchanged at 275 ex new issue and at 280 for the new issue 215 paid up. Nationals are unaltered at 851.

Marine Insurance.—Unions have advanced, and are in request, at 6770. North China have been better off at 6770. 75 and 76 are still obtainable at the rate. Yangtze have improved to 3180 at which sales in small quantities are wanted. Cantons have been booked at 3270, and there are further buyers.

Fire Insurance.—Chinas have been fixed at 888 and 893, and new shares are wanted at the former rate. Hongkong are still obtainable at 3320. After sales at the rate.

Shipping.

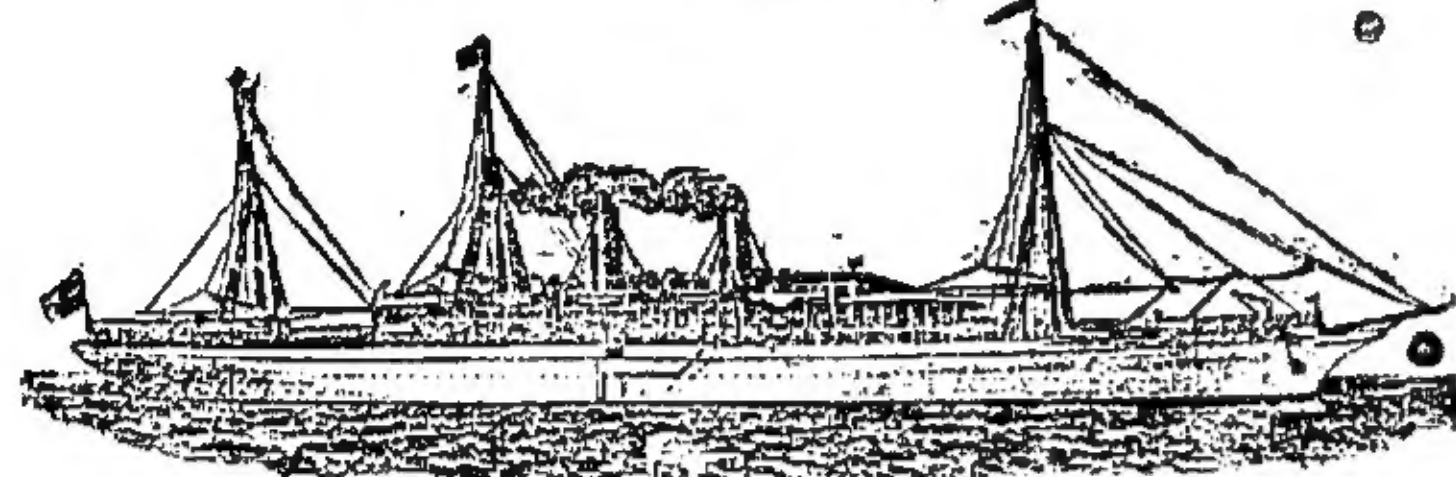
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|---|------------------------------|------------|----------------------------|
| MARSEILLES, LONDON (SYRIA) AND ANTWERP | Capt. D. C. GREGOR, R.N. | July 17th | Freight and Passage. |
| SHANGHAI, MOJI, KOBE (SUNDA) AND YOKOHAMA | Capt. G. M. MONTGOMERY, R.N. | July 19th | Freight and Passage. |
| SHANGHAI | ARCADIA | July 21st | Freight and Passage. |
| LONDON, via Uppal Port | DELTA | July 27th | See Special Advertisement. |

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC to the EMPRESS LINE. Sails 5 to 10 Days Ocean Travel.

11 DAYS HONGKONG TO VANCOUVER.

| STEAMERS | TONS | DEPART HONGKONG | ARRIVE VANCOUVER |
|------------------|------|---------------------|------------------|
| ATHENIAN | 3882 | Wednesday, July 17 | Aug. 10 |
| EMPEROR OF INDIA | 6000 | Thursday, Aug. 1 | Sept. 19 |
| MONTEAGUE | 6163 | Wednesday, Aug. 14 | Sept. 7 |
| EMPEROR OF JAPAN | 6000 | Thursday, Aug. 29 | Sept. 16 |
| TARTAR | 4425 | Wednesday, Sept. 11 | Oct. 5 |
| EMPEROR OF CHINA | 6000 | Thursday, Sept. 26 | Oct. 14 |

THE shortest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPEROR' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGUE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Pass. apply to—

D. W. CRADDOCK, General Traffic Agent for China.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | SAILING DATES |
|---|------------------------|------------------------------------|
| MARSEILLES, LONDON AND ANTWERP, via SHANGHAI, PENANG, COLOMBO AND PORT SAID | WAKASA MARU, Tons 6066 | WEDNESDAY, 21st July, at Daylight. |
| | HAKATA MARU, Tons 6161 | WEDNESDAY, 7th Aug., at Daylight. |

| | | |
|---|----------------------|----------------------------------|
| VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE AND YOKOHAMA | NAGA MARU, Tons 6301 | TUESDAY, 23rd July, at Daylight. |
| | TOKA MARU, Tons 5823 | TUESDAY, 9th Aug., at Daylight. |

| | | |
|--|------------------------|------------------------------|
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | NIKKO MARU, Tons 5539 | FRIDAY, 9th August, at Noon. |
| | KUMANO MARU, Tons 5076 | FRIDAY, 6th Sept., at Noon. |

| | | |
|--|---------------------------|--------------------------|
| GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID | CEYLON MARU, Tons 5068 | THURSDAY, 18th July. |
| SHANGHAI, MOJI & KOBE | KAGOSHIMA MARU, Tons 3412 | TUESDAY, 18th July, p.m. |

BOMBAY, via SINGAPORE, COLOMBO AND PORT SAID. Capt. M. Winkler, Tons 3412. THURSDAY, 18th July. KAWACHI MARU, Tons 3412. SATURDAY, 27th July, at Daylight. KOBE AND YOKOHAMA. Capt. N. Mathieson, Tons 6101. WEDNESDAY, 7th August, at Noon. NAGASAKI, KOBE AND YOKOHAMA. Capt. N. Mathieson, Tons 5076. Cargoes only. Calling at KEELUNG. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamships. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passages, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA.

28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain O. F. AUSTIN. On WEDNESDAY, 31st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris. LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc. Trans-Pacific Cabin passengers may travel by rail at desired between ports of Yokohama, Kobe and Nagasaki, without extra charge. For convenience of coastwise cabin passengers stateroom tickets are interchangeable with regular mail lines between Japan, China and Hong Kong. For full information regarding freight or passage apply to—

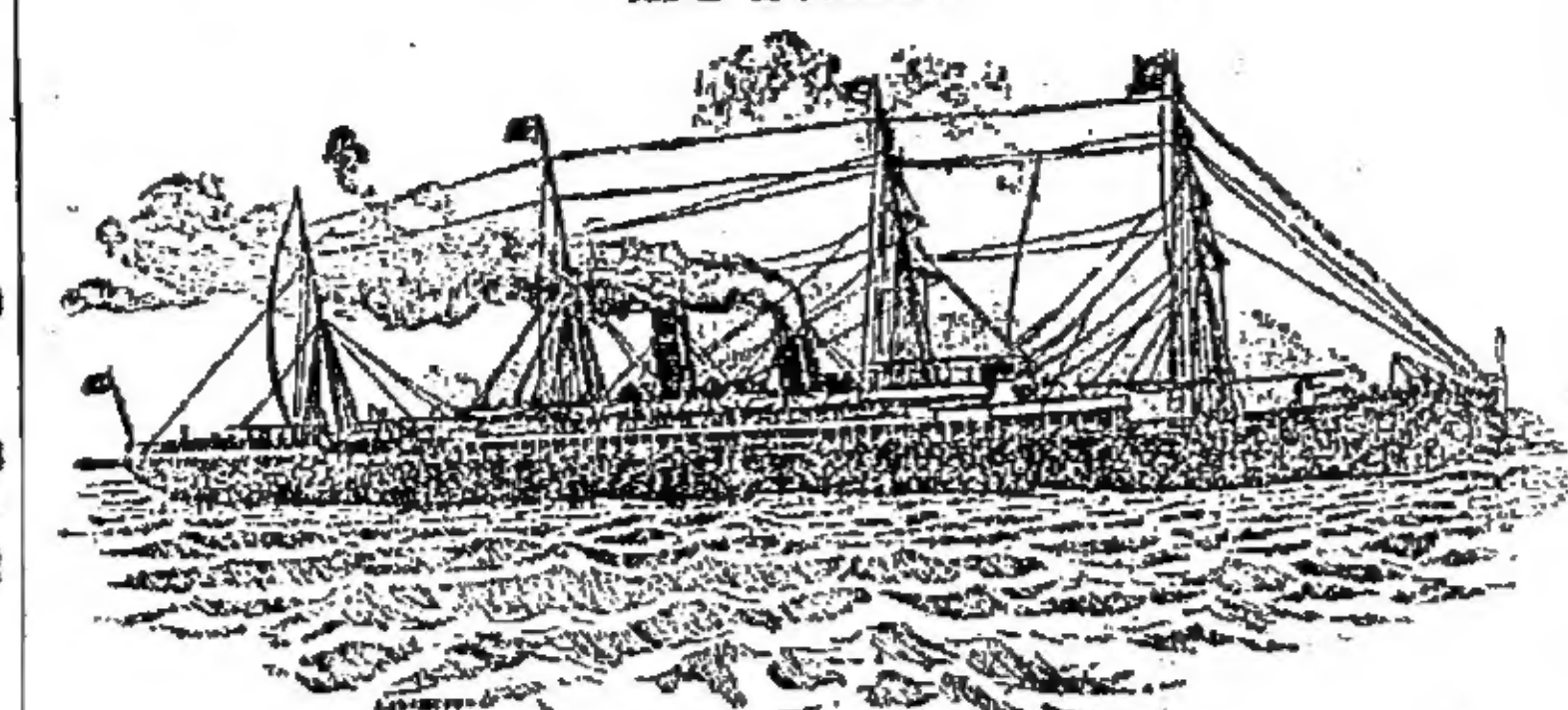
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | TONS | SAILING DATES |
|---------------|--------|--------------------------------|
| ASIA | 9,000 | SATURDAY, 20th July, at Noon. |
| PERIA | 9,000 | SATURDAY, 27th July, Daylight. |
| HONGKONG MARU | 11,000 | TUESDAY, 6th Aug., at Noon. |
| KOREA | 18,000 | FRIDAY, 18th Aug., at Noon. |
| AMERICA MARU | 11,000 | SATURDAY, 24th Aug., at Noon. |
| SIBERIA | 18,000 | SATURDAY, 31st Aug., at Noon. |
| CHINA | 18,000 | SATURDAY, 7th Sept., at Noon. |
| MANCHURIA | 27,000 | SATURDAY, 14th Sept., at Noon. |
| NIPPON MARU | 11,000 | SATURDAY, 21st Sept., at Noon. |

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes. San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours. San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1906; 13 days, 13 hours. Yokohama to San Francisco, via SIBERIA, 18,000 tons. Oct. 18th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship ASIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, OHLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 20th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Europe, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | TONS | CAPTAIN | TO SAIL ON |
|-----------|------|-------------|--------------------|
| NUMANTIA | 4371 | H. FELDMANN | July 18, at 5 p.m. |
| ARABIA | 4187 | METZGER | Aug. 7, at Noon. |
| ALESIA | 6187 | JOHN EMMET | Sept. 4, at Noon. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR HAIPHONG, CHINA, TO SAIL July 16, Daylight.

MANILA, NEWCHANG, NINGPO & NEWCHANG, NANCHANG, July 16, at 4 p.m.

SWATOW, WEIHAWEI, CHEFOO AND TIENTSIN, HUICHOW, July 17, at 4 p.m.

SWATOW AND SHANGHAI, KIUANG, July 18, at 4 p.m.

CEBU & ILOILO, SINGAPORE, July 24, at 4 p.m.

YOKOHAMA AND KOBE, TAIWAN, July 29, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, CHINOTT, August 3, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.R.—REDUCED JALOOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Dates

ZAFIRO 2540 A. Fraser Manila Saturday, July 20, at Noon.

RUBI 2540 R. W. Aldous Manila Saturday, July 27, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. ABERLOUR, To SAIL August 23rd.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI, via TAIKANG, TUESDAY, July 16, at 4 p.m.

SINGAPORE, PENANG, KUMANG, WEDNESDAY, July 17, at 3 p.m.

AND JALOUTTA, MANILA, LOONGSANG, FRIDAY, July 19, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class Single \$ 65 Return \$100

Penang " " 85 " 130

Calcutta " " 165 " 280

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Calcutta, Tientsin, Newchwang, and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kndat, Lohat, Datu, Semporna, Tawao, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG, PREUSSEN, Capt. C. Nabrath. WEDNESDAY, 17th July, at Noon.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA, ZIETEN, Capt. F. Prosch. About WEDNESDAY, 17th July.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE, MANILA, Capt. Missen. THURSDAY, 18th July, at Noon.

YOKOHAMA AND KOBE, PRINZ WALDEMAR, Capt. W. von Senden. About FRIDAY, 28th July.

KUDAT AND SANDAKAN, BORNEO, Capt. F. Sambill. About SUNDAY, 28th July.

For further Particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

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KUDAT AND SANDAKAN, BORNEO, Capt. F. Sambill. About SUNDAY, 28th July.

For further Particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

Steamers Tons To SAIL

KATHERINE 4000 July 18, at Noon.

KASATO MARU 6100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building, Hongkong, April 15, 1907.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

Steam for SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, LONDON, HAVRE, BORDEAUX, MEDAN, RANEAU AND BLADE SEA PORTS.

THE Steamship ERNEST SIMONS. Captain GIBB, will be despatched for MARSEILLES on TUESDAY, the 23rd July, 1907, at 1 p.m.

This Steamship connects at COLOMBO with the Australian line a.s. Dumblie bound for MARSEILLES, via BOMBAY AND ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows: Aug. 6, 1907.

S.S. TONIN Aug. 20, 1907.

S.S. SALAZIE Aug. 20, 1907.

S.S. POLYNESIE Aug. 3, 1907.

S.S. TOUANG Aug. 1, 1907.

S.S. AUSTRIEN Aug. 15, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, July 10, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TONK, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship EMPIRE. Captain HILMA, will be despatched as above on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c.; throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Surgeon and a daily qualified Surgeon are carried.

To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 4, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASS, PENANG, SUEZ, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship Captain E. TANABROGLI, will be despatched as above on SUNDAY, the 21st July.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight apply to SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, July 4, 1907.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain O. L. DANIEL, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Africa.

10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 8th September, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, July 13, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed Sailings from Hongkong.

Steamers To SAIL 1907.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to Colonies | Leave HONGKONG | Connecting Steamers from COLOMBO to Marseilles & London | Due at Marseilles (Brindisi 2 days earlier) | Due at PLYMOUTH (London 1 day later) | |
|----------------------------|-------------------|---|--|---|--------------|
| Tons | | Tons | | | |
| | Mon | Sat | Saturday, 1907 | Saturday, 1907 | |
| DELTA | 8000 | July 27 | MACE DONIA 10500 | Aug. 25 | Sept. 1 |
| DELHI | 8000 | Aug. 10 | HIMALAYA 7000 | Sept. 8 | Sept. 18 |
| ARADIA | 7000 | Aug. 24 | MOLDAVIA 9500 | Sept. 22 | Sept. 29 |
| MARMORA | 10500 | Sept. 7 | INDIA 8000 | Oct. 6 | Oct. 13 |
| MALTA | 6000 | Sept. 21 | MONGOLIA 9500 | Oct. 20 | Oct. 27 |
| DELTA | 8000 | Oct. 5 | VICTORIA 7000 | Nov. 2 | Nov. 9 |
| OCEANA | 7000 | Oct. 19 | BRITANNIA 10000 | Nov. 16 | Nov. 23 |
| DELHI | 8000 | Nov. 2 | MOULTAN 9500 | Nov. 30 | Dec. 7 |
| ARADIA | 7000 | Nov. 16 | CHINA 8400 | Dec. 14 | Dec. 21 |
| DEVANHA | 7000 | Nov. 30 | HIMALAYA 7000 | Dec. 28 | 1908, Jan. 4 |

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS. | Leave | | Due at | |
|-----------|----------|----------|--------|-------|
| | HONGKONG | | LONDON | |
| | TONNAGE | about | | about |
| * SYRIA | 7000 | July 17 | Sept. | 2 |
| * NYANZA | 7000 | July 31 | Sept. | 16 |
| * SIMLA | 6000 | Aug. 14 | Sept. | 30 |
| * SUNDRA | 4800 | Aug. 28 | Oct. | 14 |
| * CEYLON | 4800 | Sept. 11 | Oct. | 27 |
| * MANILA | 4800 | Oct. 25 | Nov. | 9 |
| * MANILA | 4800 | Oct. 28 | Nov. | 25 |
| * BORNEO | 4800 | Nov. 6 | Dec. | 23 |
| * NORE | 7000 | Dec. 22 | Jan. | 5 |

These Steamers call at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers.

For further particulars, Apply to
E. A. HEWETT,
Superintendent.

8221

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| Steamers | Leave | Due at |
|---------------|----------|---------------|
| Colonies | Hongkong | Swatow |
| * SHOSHU MARU | July 17 | Tuesday, 16th |
| * SHOSHU MARU | July 24 | Friday, 19th |
| * SHOSHU MARU | July 31 | Friday, 26th |
| * SHOSHU MARU | Aug. 7 | Friday, 2nd |
| * SHOSHU MARU | Aug. 14 | Friday, 9th |
| * SHOSHU MARU | Aug. 21 | Friday, 16th |
| * SHOSHU MARU | Aug. 28 | Friday, 23rd |
| * SHOSHU MARU | Sept. 4 | Friday, 30th |
| * SHOSHU MARU | Sept. 11 | Friday, 6th |
| * SHOSHU MARU | Sept. 18 | Friday, 13th |
| * SHOSHU MARU | Sept. 25 | Friday, 20th |
| * SHOSHU MARU | Oct. 2 | Friday, 27th |
| * SHOSHU MARU | Oct. 9 | Friday, 3rd |
| * SHOSHU MARU | Oct. 16 | Friday, 10th |
| * SHOSHU MARU | Oct. 23 | Friday, 17th |
| * SHOSHU MARU | Oct. 30 | Friday, 24th |
| * SHOSHU MARU | Nov. 6 | Friday, 31st |
| * SHOSHU MARU | Nov. 13 | Friday, 7th |
| * SHOSHU MARU | Nov. 20 | Friday, 14th |
| * SHOSHU MARU | Nov. 27 | Friday, 21st |
| * SHOSHU MARU | Dec. 4 | Friday, 28th |
| * SHOSHU MARU | Dec. 11 | Friday, 4th |
| * SHOSHU MARU | Dec. 18 | Friday, 11th |
| * SHOSHU MARU | Dec. 25 | Friday, 18th |
| * SHOSHU MARU | Jan. 1 | Friday, 25th |

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Building.

T. ARIMA, Manager

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NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers

Tons

Captains

To Sail

SHAWMUT 9600 E. V. Roberts About Aug. 7

TREMONT 9600 I. W. Garlick About Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior

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ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-

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PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co. Limited,

GENEAL AGENTS.

URBENS' BUILDINGS.

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NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Kensung* having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from along-side.

Cargo impeding the discharge or re-loading on board after 4 p.m. the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hon. Kong, July 12, 1907. 1141

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *DELHI*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, R. & P. S. N. Co.'s steamers. From Penang, R. & P. S. N. Co.'s steamers. From P. & N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 17th July, 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, July 11, 1907. 1139

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *RENFOLK*.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where they will be placed at their risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 9, 1907. 1131

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER

OPENLY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

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\$9 per Annum delivered in Hongkong \$12.50 to all other Ports.

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Orders booked by Manager, CHINA MAIL.

EAST PRAVA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form

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HISTORY OF THE CHURCHES OF INDIA, BURMA, THE MALAY PENINSULA, SINGAPORE, AND THE STRAITS.

Translated by EDWARD HARPER PARKER and Reprinted from THE CHINA REVIEW.

Price 50 Cents.

For Sale at The 'CHINA MAIL' Office

8, Queen's Road Central.

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GERMAN DREADNOUGHTS.

Kaiser's Navy and the British.

BEATIN, June 13.

Count Ernest von Reventlow, the well known German naval expert, discussing the German Dreadnoughts, of which four are now being constructed, declares that they have caused perceptible unrest and uneasiness in British naval circles, because their completion in 1909 and 1910 respectively will tend to upset the balance of naval power.

The German fleet, even after the Navy Act of 1906 came into operation, remained little more than a negligible quantity so long as the German Admiralty built battleships of inferior size and quality.

The situation was, however, entirely changed as soon as the Government decided to construct battleships and first class cruisers equal in aggressive and defensive power to the battleships and armoured cruisers lately constructed for the British Navy.

Henceforth, says Count Reventlow, each single British ship will no longer be superior to each German ship, but a certain proportion of the German fleet (and this proportion will grow larger year by year) will be equal in strength to the same number of British ships.

The count considers that the uneasy feeling created among British naval experts is fully justified, because the construction of the German Dreadnoughts will soon render it difficult for Great Britain to maintain the two-Power standard.

He says:—The decision of the German Admiralty to build Dreadnoughts literally caused consternation in England. So long as the Naval Act of 1906 was not supplemented by provisions extending its scope, British naval experts admitted that the German fleet could no longer be ignored, but refused to regard it as a real menace.

They knew that the individual superiority of the British ships, combined with the numerical superiority of the fleet, would suffice to cope with every possible hostile combination. But now it is a fact, to which we must attribute considerable importance, that an uneasy feeling exists in various quarters in England. The English sea-time has come when, in the event of an Anglo-German war, the British Fleet would not be superior all along the line, but when a certain number of German battleships would be equal to the same number of British ships.

British naval experts hoped that Germany would never construct ships equal or superior to those of the Nelson and Dreadnought class, and the fact that, in spite of these expectations, Germany is now constructing such ships has created a deeper impression in England than is commonly supposed. This is due to the fact that great difficulties and enormous sacrifices will have to be incurred in permanently maintaining the 'Two Power standard.'

GERMAN IRON AND STEEL INDUSTRY.

LONDON, June 10th.—The Iron and Steel Exchange of Düsseldorf, in Rhenish Prussia, announces a serious diminution of large orders. This, coupled with other information that has been received, is interpreted to mean that the boom which German industry has enjoyed since 1902 is about ended. The high bank rate, a constant of the boom, had the effect now apparent of preventing many German manufacturers from enlarging their works.

Hotels.

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: VICTORIA, Hongkong

For terms, &c., apply to the MANAGER.

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THE KOWLOON HOTEL,

CABLE ADDRESS 'CHEF' KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine. Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

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VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMEN, SHAMEN, CANTON.

OR THE BATHING CONCESSION. H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO. MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor, Capt. T. AUSTIN, Manager.

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HONGKONG 'AVERAGE' MARKET PRICES.

Corrected to Thursday, July 11, 1907

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef, mutton and prime cut—Mol Lung Pa ... 1 1/2

Corried—Ham Ngau Yuk ... 2 1/2

Roast—Shia ... 2 1/2

Breast—Naga Lam ... 1 1/2

Soup—Tong Yuk ... 1 1/2

Steak—Ngau Yuk Pa ... 2 1/2

Canton Ngau Lan Shien ... 2 1/2

Sausages—Ngau Hung ... 2 1/2

Sallock's Brains—Sow ... per set 10

Tongue fresh—Ngau Li ... each 50

Corried—Ham Ngau Li ... 55

Head—Ngau Tan ... 8 1/2

Heart—Ngau Sun ... 1 1/2

Hump, Salt—Ngau Kin ... 40

Feet—Ngau Kerk ... each 7

Kidneys—Ngau Yiu ... 1 1/2

Tail—Ngau Mei ... 1 1/2

Liver—Ngau Con ... 1 1/2

Tripe (unpressed)—Ngau To ... 7

alves Head & Feet—Ngau-chai-tau-kak, set 1 1/2

Mutton Chop—Yeung Pak Kwat ... 1 1/2

Leg—Yeung Pei ... 2 1/2

Feet—Ch Kerk ... 2 1/2

Shoulder—Yeung Shau ... 2 1/2

Pigs' Chittings—Chi chong ... 2 1/2

Brains—Chi Kerk ... per set 12

Feet—Ch Kerk ... 12

Fry—Chi Chak ... 12

Head—Chi Tau ... 12

Heart—Chi Sun ... each 9

Kidneys—Chi Yiu ... 8

Liver—Chi Con ... 1 1/2

Pork Chop—Chi Pak Kwat ... 2 1/2

Corried—Ham Chai Yuk ... 2 1/2

Leg—Chi Pei ... 2 1/2

Feet or Lard—Chi Yau ... 1 1/2

Shops' Head and Feet—Yeung Tau Kerk set 60

Heart—Yeung Sam ... each 6

Kidneys—Yeung Yiu ... 10

Liver—Yeung Con ... 1 1/2

Sucking Pigs, To Order—Chi Chai ... 1 1/2

Suet, Beef—Sang Ngau Yau ... 1 1/2

Mutton—Sang Yeung Yau ... 2 1/2

Veal—Ngau Chai Yuk ... 2 1/2

Sausages—Ngau Chai Cheong ... 2 1/2

Poultry.

Chicken—Kat Chai ... 1 1/

